

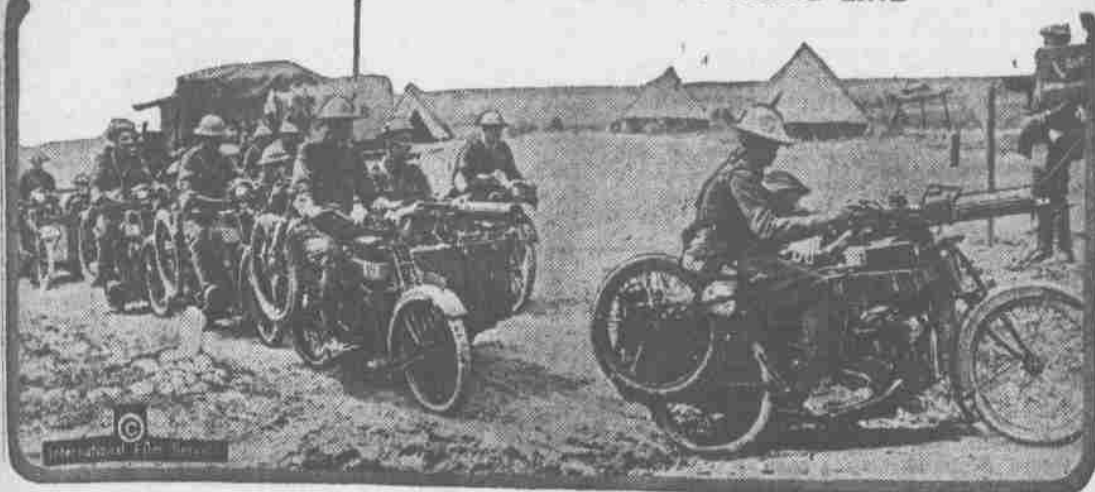
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MACHINE GUN BATTERY GOING TO FIRING LINE



British machine gun battery leaving camp for the fighting line in response to a signal from the front.

RUINS OF ARRAS SADDEST OF ALL

Little But Shell-Perforated Walls and Cellars of Houses Remain.

WRECKAGE ON EVERY HAND

People Still Cling Tenaciously to Ruins of Homes—Prison Walls Show Names of Englishmen Imprisoned a Century Ago.

British Headquarters in France.—Arras has been called the most poignantly saddening memorial of the present war. I have visited many devastated areas in two trips to the British front this year, during which I have had an opportunity to skirt most of the line held by King George's armies. I have just visited Arras and I acquiesce in the belief that it brings home the cruelties of war more than any town or city which I have heretofore visited. I have tried to imagine myself an American tourist and Arras as one of the memorials kept as it is for the view of the whole world, writes Joseph W. Grigg in the New York World.

"In ten years' time pilgrimages to it would amass to the French enough money to build another Arras," was the comment of one of my companions as we passed through its streets.

Hardly a house in the place but what has suffered from the German bombardments, especially the fierce bombardment of January and February, 1915. Where shells have not done actual damage, concussion has. In the cellars a few families still reside, despite the shells which fitfully are "lobbed over" by the Germans.

Arras might have been fought over yesterday, for pieces of shell and other paraphernalia of war are still in evidence through its thoroughfares.

A Century-Old Prison.
We went into one building where, only very recently, have been found scribbled on the walls the names of a number of Englishmen who were kept there in prison little more than a century ago. They were: John Ellis, prisoner of war, 1806-1810; William Mill, William Wheatley and Thomas Alderson, prisoners of war, 1809-1810; John Jemison, prisoner of war, August, 1808, and John Jones, prisoner of war, December, 1803.

If battlefields are already being leased for tourist purposes, what a profitable project it would be for some of these forerunning speculators if they could only obtain an option on Arras, greivous as the thought of such profit-making is when the war is still before its very doors.

We walked through streets lined on both sides with ragged structures. Some were only frameworks for gigantic shell holes; others were nibbled here and there by smaller shells

or shrapnel. Between the cobblestones in the street the grass was thriving, just as it was on the railroad tracks at the big station.

We climbed piles of debris from the cathedral and wended our way through some of the narrow streets until we came to a place where it was possible to enter the deep cheese cellars where, in peace times, thousands of cheeses are stored after being brought in from the country round about.

A smiling Frenchwoman who lives at the very entrance of one of these deep cellars took us into one, where we walked by candle light to a place where the light from above suddenly came through a shell hole. For three days and nights she and others with a number of children remained in one of these cellars, subsisting on raw potatoes. Her husband was killed by a shell as he stood on the sidewalk in front of their home.

People Still Cling to It.
These people, who still tenaciously

cling to the ruins of their home, find time for laughter. This woman asked if we were not afraid we would be torpedoed in making the cross-channel trip. It was suggested that the submarines were no such menace as frequent bombardment. She smiled and said the cellars were quite safe during such times and, anyway, they were getting used to it.

On one of the main thoroughfares we stopped to have an open-air luncheon. We sat and chatted in this street, which in ordinary times was one of the most creditable in the city. Our conversation was the only thing to disturb its ghastly solemnity except the rustling of tree leaves and the intermittent shell fire going on within a few hundred yards of the outskirts of the place. Across the road a tin sign was flapping in the breeze, the only reminder of a once prosperous business. The sign was there but the building had practically been demolished.

It was with no sense of regret that we left Arras and gazed once more on open fields, fields dominated by German guns but being worked by old men, women and children.

ITALIANS HAVE FASTEST WARSHIP

Tutt' Ali Travels at Speed Three Times That of Swiftest Liner.

OUTRUNS TORPEDO IN TRIAL

Noise of Turbines So Great That All Orders Are Given by Signal—Ship Shakes as Though in Earthquake.

Rome.—Tutt' Ali is the name of Italy's youngest battleship. The name means "All Wings," and it is not badly chosen, for this ship dashes through the ocean at the rate of the fastest train that speeds across America. The inventors were in the Italian navy, and she was built in Italian shipyards with Italian machinery and of Italian steel. The inventors' names, the ship's tonnage, its present whereabouts, are all a dead secret. But the fact remains that "All Wings" in her trial trip did 800 miles at three times the rate of the fastest transatlantic ship.

"During the trip," says an officer, "we were attacked by an enemy submarine. You would have laughed to see the torpedo fall several hundred yards clear of our stern, for we went so quick that no torpedo now being used could touch us. The torpedo catchers which escorted us were left far behind. In a few minutes all we saw of them was a bit of smoke."

This ship has stood her trials so well that more are in the stocks. Tutt' Ali is said to have joined the Adriatic fleet.

As neither coal nor naphtha could be stored in large enough quantities to enable Tutt' Ali to travel at such a rate, the inventors had recourse to a combination of naphtha and compressed air. The naphtha passes through compressed air at such a terrific rate that it emerges in a state of pulverization; it is then propelled into so-called boilers by means of atmospheric pressure, thus producing heat of from 1,500 to 1,800 degrees centigrade. Tutt' Ali has three turbines, which propel with a force of 8,400 horse power each.

Terrific Speed.
The result is the terrific speed attained and the general effect of a phantom ship. The safety valves throw off showers of water and pulverized naphtha, which turn bright purple in the sun as they fly upward. The ship shakes as though it were in a perpetual earthquake. Even hardened seamen have to learn to walk on Tutt' Ali. The steel lining would break with the vibration but for a special system of joints. The noise of the turbines is so great that nobody's voice can be heard. All orders are given by signal, as in the midst of a heavy bombardment. The ship leaves a high mountain of sea behind her.

Those who were able to take the first trip of 800 miles said it was very stirring and an experience they would not have missed for anything in the world. But there is no comfort about it. For easy traveling they prefer the old-fashioned transatlantic liner.

Worth While Quotation.
There is a great deal in the first impression.—Congreve.

DRIVES 11 MILES FOR MAIL

Stubborn Kansas Farmer Will Not Allow Rural Carrier to Bring It.

Smith Centre, Kan.—Frank Nichols lives on Route No. 5 out of this city. For years Nichols has stubbornly refused to have his mail come by carrier, although a route runs right by his door.

Each Saturday he makes the 11-mile drive from home and gets his mail out of the post office here.

Rigid Man Puzzles Doctors.
Oakland, Cal.—Physicians at the Emergency hospital were puzzled over the ailment of a man who was found by the Alameda police recently, standing on the street in a complete state of rigidity, with the exception of a pair of blinking eyes. The police sent the man to the Emergency hospital. He stood all night perfectly rigid. When picked up with pins the man showed no activity.

No wife should laugh at a joke on her husband.

EXPERT ADVICE TO GOLFERS

Learn to Walk Up to Your Ball and Hit It Naturally—Master First Principles of Game.

It has been claimed that golfers who fail to drive consistently can attribute their shortcoming to not having sufficiently mastered the first principles. If those have been learned, the golfer should walk up to his ball and hit it naturally, and the body must be so trained that all parts of the stroke are performed more or less automatically. Until a golfer has thoroughly familiarized himself with the strokes used and brought them under his control he cannot play well. On the other hand, it is a dangerous practice to think of them constantly or to analyze every stroke you make. If you do, the conscious effort to do one particular thing will have just the opposite effect on the rest of your stroke. Practice your shots until they become a natural part of your swing and then the rest will come easy enough.—Sporting Life.

ANNOUNCES HE HAS RETIRED

Hub Purdue Cannot Keep Flesh Off and Quits Game to Attend to Business in Gallatin.

Hub Purdue will no more add to the gayety of baseball. Hub announces from his home in Gallatin, Tenn., that he has quit and will devote himself to his business in Gallatin. He has a restaurant and confectionery there that is prospering and a farm near Gallatin besides. Hub did some good work for Louisville the past season, but admits he can't keep the flesh off, try as he



Hub Purdue.

will, and that he has to give it up. Purdue's trouble is that of many athletes—proneness to take on fat. In his day he was one of the most perfect of physical specimens and probably as strong a man as ever played baseball.

INTERESTING SPORT PARAGRAPHS

Yale has won the intercollegiate trap-shooting championship eight times in as many years.

With Maurice McLoughlin serving a tennis player knows how it feels to be in the first line trenches.

Manager Wilbert Robinson says there are weak spots in the Dodgers that will have to be strengthened for next year's race.

'Tis said that Clark Griffith is to pass up Charlottesville as a training camp and take his Washington team to Cuba next spring.

Tom Bello, the Italian bicycle rider who was runner-up in the amateur championship this year, has decided to enter the professional class.

J. Booth is reported having covered a mile in 35 seconds on his motor cycle on an Adelaide (Australia) road among recent speedy cycle races there.

Chinese students of the University of California and Leland Stanford have arranged dual athletic competitions at soccer football, basketball and lawn tennis.

The pacing stallion Jay Eli Mack, 2,024, has been bought by Robert Gibson of Pittsburgh, who intends to race the horse at the Bruno's Island matinee next year.

Incidental to cutting down the training season as Hughey Jennings suggested, the drain on a club's purse will not be so great if the athletes are called out late each spring.

Temperance Notes

NEW ATHLETE.

The following is from an article in Association Men, contributed by L. C. Reimann, left tackle in the University of Michigan:

The day of the "bottle-scarred" hero is gone, and the new type of athlete is taking his place. The first question the student body asks of a football hero is: "Do you drink?" His popularity will hang upon his general manner of living. All the best coaches and trainers in the country absolutely forbid drinking of intoxicants during the training season and keep a watchful eye on their men the year round. The first infraction of the rule against drinking is dealt with harshly by the coach and athletic directors. The second means unqualified dismissal from the squad. This has been found the only way to deal with such cases, for Coach "Harry-Up" Yost says he has no time to waste trying to train a drinker, and nothing tries a man's staying powers like football.

While the old type of athlete is passing out, the "new athlete" is coming in rapidly and is aligning himself in the fight for dry territory. He is typified by such men as Jack Watson, captain of the Illinois football team and president of the Y. M. C. A.; "Cub" Buck, captain of the Wisconsin football team and president of the Y. M. C. A.; Rutherford, the football star and president of the University of Nebraska Y. M. C. A.; Mike Dorcas, University of Pennsylvania, champion strong man of the East and all-round athlete; Hobson of Yale, Brickley of Harvard, and hundreds of the foremost athletes of the United States. Such men are forming a line of offense against booze and all forms of dissipation, because they know that no man can combine drink and good playing. Eddie Collins, the White Sox star, says: "You can't bat .300 if you bat around all night," and one of his ten commandments to young athletes is: "Don't drink alcoholic drinks." Connie Mack, manager of the Philadelphia Athletics, said in 1910 of the team which won the world's baseball championship, that 15 of the 25 players "did not even know the taste of liquor," and predicted that in five years 90 per cent of all baseball players would be strictly temperate.

SALOON AND WORKINGMAN.

Saloon politicians are the worst enemies of the laboring man's rights. They get plenty of money to buy free beer and whisky to debauch the electorate. They raise the cry of "personal liberty," and with solid saloon support, the honest workingman has no show against them.

The saloon fills workhouses and penitentiaries with its victims, and their labor is brought into competition with free labor, to the injury thereof. The sooner working men realize the fact, the better it will be for them. The corrupt politician thrives through the saloon and corrupt politicians are bleeding this country to death, bringing it down to conditions of older and less resourceful countries. The abolishment of the saloons will not bring labor immediately all that labor ought to have, but it will be the removing of the greatest obstacle to labor's success.

The working people of the United States earned more money each year for the distillery and brewery kings of America than was paid to all the kings and emperors of Europe.

Working people are now asserting their rights and are freeing themselves from slavery to the inhuman liquor traffic and the dominance of an aristocracy of beer.—John F. Cunneen, Labor Leader, Chicago.

RAILROAD TRAVEL SAFER.

To guard over 450,000,000 passengers for a total distance of over 10,000,000,000 miles (400,000 times around the world) without the loss of the life of a single passenger, is a railway record of which to be proud. These figures are given by a certain eastern railroad system as a total record in announcing also the fact that in the first six months of 1916 over 92,000,000 were carried on the system without the loss of a single passenger's life.

A WANT AD.

Johnson, the drunkard, is dying today, With marks of sin on his face; He'll be missed at the club, at the bar, at the play: Wanted—a boy in his place, Boys from the fire-side, boys from the farm, Boys from the home and the school, Come, leave your misgivings, there can be no harm Where "drink and be merry's" the rule. Wanted—for every lost servant of men Someone to live without grace; Someone to die without pardon divine, Have you a boy for the place?

A Sheep Versus a Man

By REV. J. H. RALSTON, D.D., Secretary of Correspondence Department, Moody Bible Institute, Chicago

TEXT—How much then is a man of more value than a sheep?—Matt. 12:12.

Is a man worth saving? Should he try to save himself as John the Baptist exhorted the men of his generation to do, or should Christian people try to save an un-saved man about them? Salvation is always a common dabble, whether of the forest or the rainfall, game in the water or on land, or the unused powers of nature all around us; but is not man worth more than these?



In a recent religious periodical there was a picture of a drove of animals being driven through a passage in a stock yard. In connection with the picture was a verse of poetry, describing these as going to the slaughter without a care, without a dream of death, without a quickened breath, all unknowing, and the last words of the verse were these: "And these are sheep." There was another picture of young men marching along a city street. They were in civilian clothes, but each carried a bundle as if going on some very uncertain journey. They were described as smiling to cover hearts that faltered. They knew their fate; they were touched with fear and hate. They were recruits going to the slaughter, too, and the last words of the verse were: "And these are men." No, not only in the days of our Lord, but in these days the question may be asked, "Is a man better than a sheep?"

Popular Estimate.
A man is worth more than a sheep in dollars and cents. In the days of slavery in this country a strong negro man would fetch more in the market than a sheep. Today if a man is killed by a public conveyance, more can be recovered on his life than on the life of a sheep. The higher valuation is largely because intellectually man is far above a sheep. Whatever may be the intellectual power of a horse or a dog, certainly a sheep is considered the least intellectual of all animals. Man has a moral nature of which the sheep is apparently absolutely devoid; his spiritual nature puts him far above any animal. His spiritual nature in a sense suggests immortality, for when he dies his spirit goes to God who gave it, while that of a sheep goes down.

Man's Estimate of Himself.
But what seems to be man's estimate of himself as compared with a sheep? To preserve a sheep is to preserve perishable property or material interests. To preserve himself, his whole being, is to preserve his spiritual and immortal interests. How is a man acting at that point? Is he not giving more time, thought and labor to the things that perish than to the things that endure? Does the Bible get as deep interest as the morning paper? Is the house of worship or prayer attended as enthusiastically as a place of amusement? Is the thought of making the world better as insistent as that of pleasing himself?

Man seems to be quite enthusiastic in the propagation of sheep, spending money without stint and giving thought and time to the subject, but how rarely does he consider the propagation of the right kind of men.

God's Estimate of Man.

What is God's estimate of man? Did he not create him in his own image and likeness? Someone has said man is the paragon of creation. God did not do so with sheep. It is true that everything in creation was good, but no creature was in the likeness of God except man. God made full provision for the preservation of his own likeness, making man's environment most congenial to such preservation, and when man demanded liberty of moral choice, God presented the strongest possible plea for obedience. When man fell, God still held before him laws of easy performance and connected with them the fairest promises of blessing. For centuries, while man would fall away from God, God followed him up most patiently and lovingly. When at last man would not heed the most loving call to moral rectitude, God gave his only begotten Son to die for him, and for nineteen centuries the salvation of Jesus Christ has been offered to man without money and without price. And to return to the figure of the sheep, Jesus Christ stands ready to be a spiritual shepherd to any man who will come into his fold.